

BRIGHTMORE PRECINCT

PART OF NORTH SYDNEY COUNCIL'S COMMUNITY PRECINCT SYSTEM

MINUTES OF MEETING HELD: WEDNESDAY 14 OCTOBER 2020 COMMENCING at 7.00 PM

ATTENDANCE: 14 people attended the meeting
(COVID-19 restrictions of the venue limiting the meeting to 14 people)
APOLOGIES: GA/MTJ

MINUTES OF PREVIOUS MEETING

Minutes for the 9th SEPTEMBER 2020 meeting (previous meeting) were adopted.

JG opened the meeting.

40 BRIGHTMORE STREET (Existing Use Rights) - Update on the proposed development

The on-site meeting, due to be held 1 week prior to the Land & Environment Court hearing on 28 September, was cancelled due to the developer withdrawing the Development Application. The Precinct expressed its appreciation and thanks to Council's staff and lawyers in support of the action against the developer.

It was further noted that situations such as 40 Brightmore St (Existing Use Rights) will continue to occur until Council successfully implements a policy to manage these in accordance with an updated LEP.

Recommendations (a report) has been made by the Council but is still being processed.

There was concern that the number and costs of legal action with "Existing Use Rights" in the L&EC will continue to escalate until Council can resolve the "loophole"

This appears to be affecting both R3 and R2 (medium and low density) zones.

FREE 15 MINUTE PARKING IN PARRAWEEEN STREET - Further discussion

It was again noted by all attendees that 15 minutes was not long enough.

It was re-iterated that Mayor Gibson was re-elected on a promise to provide free 30-minute parking for North Sydney Residents within the LGA. No detail still appears to have emerged on how such a system would be implemented and/or would identify North Sydney rate payers over those from out of the area?

Such detail should be forthcoming before the 2021 election.

Further comment was that the Parking meters in Parraweeen St. were introduced to pay for the costs of preparing the Parraweeen St. Carpark DA. This was approved more than 5 years ago but is in abeyance with no funding. There was comment that the metered parking should be re-evaluated or removed entirely in light of the DA not progressing.

No Summary of Actions from the previous Precinct Meeting being received on this topic, there was no further comment.

GERARD LANE - NO STOPPING SIGNS - Discussion-Feedback closes 27 October 2020

Council proposes a 25 metre *No Stopping* zone on the south-east corner of Gerard Lane.

GS noted that this upper part of Gerard Lane has been narrowed so that a retaining wall could be constructed on the northern side following a car going over the edge into a property. GS also commented that cars speed in the lane and has seen cars going the wrong way in this one-way street.

Other attendees who regularly drive along Gerard Lane said they didn't think speeding was a problem, however all commented that the footpath could be widened on one side to allow safe pedestrian passage – without a huge change in infrastructure/lay out of the lane.

As part of the North Sydney Draft 40 km/h and 10 km/h Shared Zone Masterplan, Gerard Lane was proposed as a 10 km/h Shared Zone. At the Brightmore Precinct meeting of 13 November 2019 with NW, North Sydney Council Traffic & Transport Engineer in attendance, attendees queried the cost / benefit of the estimated \$500,000 for Gerard Lane conversion to 10km/h, especially as it does not have a lot of foot traffic.

It was noted that the footpath on the northern side is virtually non-existent, and on the southern side the westernmost 25 metre section is too narrow and overgrown. It was felt that a better footpath on one side was a more appropriate and cost effective solution

Since the road was resurfaced a month or so ago, the white stopping line at Benelong Road has been removed, and the Precinct requests that it be reinstated. Other comments were that the *STOP* sign at Benelong Road is set too far back to allow sight of traffic on Benelong Rd.

The Precinct voted to accept Council's plan regarding the new "No Stopping Signs" (on the corner) unanimously.

CORRESPONDENCE

JG read a letter from MP in response to the death of her husband, IP, which outlined not just details of his life, but also how much they enjoyed being part of the Precinct and the help they were given over certain matters. JG commented that they were valuable members of the community and Precinct. A motion was passed to express the Precinct's gratitude to the contribution they both made to our meetings and the community, and one of regret at I's passing.

CH organised and delivered a card and bouquet of flowers from the Precinct. Funds for these items were raised by kind donation within the Precinct.

GENERAL BUSINESS

PROPOSED INTERSECTION IMPROVEMENTS ALONG THE MILITARY ROAD CORRIDOR AT CREMORNE AND NEUTRAL BAY

Cremorne - Macpherson Street, Holt Avenue, Spencer Road and Cabramatta Road

Neutral Bay - Rangers Road

Feedback closes 8 November 2020.

As part of Council's commitment to improve pedestrian and traffic safety, Council is proposing improvements at the below intersections to Military Road. These improvements address Local Area Traffic Management (LATM) Action Plans.

Details on Council's website

MILITARY ROAD TIDAL FLOW & PEDESTRIAN SAFETY

DISCUSSION:

Since the introduction of the Tidal Flow on Military Road at Cremorne, some attendees felt that pedestrian safety has been compromised, with vehicles regularly going through red lights at the intersection of both Spofforth Street and Cabramatta Road.

There have previously been suggestions for both no entry junction boxes and/or a red-light camera to deter "queues or stacking" in the pedestrian zone.

On **7th October 2020**, a car went through a red light on Military Rd. (outside Minsky's) and knocked down a pedestrian, who was taken to hospital. The road was closed for some time with police and ambulance in attendance.

GS noted that he had made representations to Transport for NSW with regard to the design of the Tidal Flow system. Attendees noted that pedestrian crossing times at both Spofforth Street and Cabramatta Road might not be long enough, especially for the elderly, and felt that waiting times between crossing phases for pedestrians had been lengthened right along the Military Road corridor in an attempt to increase traffic flow.

Technically this section/area of Military Rd. is not within the boundary of Brightmore Precinct (Harrison Precinct) so no resolution was made but comments should be noted.

NEXT MEETING: To be held on 11 November 2020
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